



BOARD OF NATIONAL MISSIONS

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156 FIFTH AVENUE, NEW YORK 10, N.Y.

ALGONQUIN 5-5000

DEPARTMENT OF WORK IN ALASKA

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156 FIFTH AVENUE

NEW YORK 10, N.Y.

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Dear Glen:

I really can't do a whole lot on this business of noting deficiencies on the new boat because I don't know what they were told they could ignore or change. Then too, we did hire a man to supervise so I can't see myself how we can have much kick coming. I am not qualified or capable at all to even estimate the costs of items listed. All I can go by are the specifications as given by the architect originally and which would without doubt have been adhered to had the boat been built under his supervision. He told me in Seattle that the bow was not according to the blueprints but he didn't say just what the difference was. I know the boat is extremely blunt and hard driving but I can't read blueprints well enough to know what is different. I will list those items I can see are not according to the spec as given, that is about all I can do.

There is considerable plating that is old enough to have quite deep pits from rust and scale. The scale was there before, it hasn't developed since construction. This includes $\frac{1}{2}$ the top of pilothouse and considerable plating of the bulwarks and some of the stern section of the hull itself. I can't tell exactly how much old plate there is but do know considerable of it was pitted before being painted.

In complete disregard to the specifications, the exterior welds were not ground smooth and shell plating has many hollows and bulges which certainly make for rather poor appearance. That was one item originally brought up when the discussion was whether or not a steel hull was best. I believe the builder was granted some leeway on this item but I have only the specifications to go by. I know practically nothing about construction but do not believe there is anything that can be done now about the wrinkles. The welds can be taken care of if they are deep enough to permit grinding flush. The inside of the bulwarks has much weld spatter on the metal which I am told can never be properly painted. I haven't even found out yet how to get rid of that. I don't know whether sandblasting will do it or not.

I am following through the list of specifications. There is no weather-stripping on the exterior doors and they all leak both wind and water quite freely.

A washable finish on the overhead insulation was specified but it is not at all such.

Hawse pipes have sharp corners at deck level and chain return pipes do not pass chain freely.

At least one watertight door is so far out of shape as to be almost impossible to close.

All tanks had much dirt. Water tanks had wood chips and fuel tanks ruined one pump all ready and required installation of a strainer. Water tanks are quite rusty inside now. All fuel tank vents are deck level instead of under house overhang as specified.

Freeing ports do not have hinged covers as specified.

We have no bench, vise or toolboard in engine room, but this may have been permitted on later plans. Lube oil tank is not where specified.

Chart table now has one drawer for charts. Spex call for two chart drawers and three smaller ones. The two drawers for charts were most desirable, right now we have 76 charts in the one drawer and many of them have to be doubled because they are too big to go in flat.

Galley drainboard was specified coved. Corners leak, that is all seams where counter top joins bulkheads.

Sink was to be inset with cover fitted when needed but is not so.

I have not seen plan for hood over galley stove but this one has no fan, and leaks.

Refrigerator is air cooled in hot engine room, the specified was water cooled. This seems to be an increasing problem as refrigerator runs much more than would appear necessary. We may have to make a change in this before too long, though we will give it every chance.

Staterooms have only one shelf instead of three shelf bookcase as specified.

No clothes hooks were either furnished or installed.

Both basins in bathrooms appear to have had finish pitted by welding.

Dead air spaces were to have been ventilated. This is causing problems already as some spaces are moulding, and this leads to rot.

I can't say positively, but am satisfied in my own mind that the decks as specified with "Farbertite" were not so treated. They are all going to demand considerable further treatment, whether we can do it or whether it will have to be done by a yard.

Architect specified sandblasting on much of interior but from what was told me the yard felt sandblasting inside was not necessary, though this I cannot say for sure. The varnish work did not stand up to Seattle, nor did any of the exterior, nor the interior which was on bare metal. I believe the cabin still has mill scale but am not enough of an experienced steel man to know for sure. It is certain that much work is yet to be done for anything resembling a permanent finish. Forepeak is entirely rusted now.

If forward water tank had any finish at all inside it is gone now as I opened it to install a sounding plug and found interior entirely rusted.

Fuel lines were specified copper tubing and are iron pipe.

Water lines also specified coppertubing and are iron pipe, as much as is visible at least.

Washdown and firehose specified 1 in. I. D. but much smaller furnished.

Sump pump switch much too strong for float provided, has been altered somewhat and may have to have more work done.

Mooring rings specified 4 by 7 in. but are only 7 by 2½, which makes them largely unuseable on size of lines necessary for winter work. These may have to be altered even beyond architects specifications in that they are made from inch bar and are a sharp enough bend to cut lines under strain.

The deck box and gasoline tank were not constructed, but may have been deemed inadvisable after exhausts were put up through engine trunk instead of out stern.

No windshield wipers were installed, I was told they could not find any small enough to fit these windows.

No boarding ladder provided, but ladders for upper bunks are well made.

Inside of boat, bilges and tanks included, have considerable sand and wood chips. Engine room bilge was stopped up the first time bilge was pumped after going to sea.

Now things on the Addenda to Specifications

The radio receiver instead of optional crystal tuning has only crystal tuning which is an extreme disadvantage up here because of the many different frequencies used by canneries etc., but I doubt this can be blamed on the builder.

I believe also that the anchors are not heavy enough or suitable for winter work up here considering the types of bottom we have to anchor on at times, but we will give them every chance to prove themselves, though I may decide that for safety we will have to carry a heavier, stronger one in case of emergency.

As mentioned before, lube tank is misplaced, according to design, but is no particular objection as far as I can see. We hope to build a cupboard into space originally meant for lube tank.

The starboard wing fuel tank was not changed to water as specified and is a real disadvantage now.

Additional deck lights asked for and badly needed were not installed. We will have to have at least one forward sometime soon as whole forward deck is now unlighted.

As mentioned earlier, there is no deck box or place to carry washdown hose, as specified.

Now items done in Seattle which appear to be builder's responsibility

The complete job on the deck \$718.21

Grind out rough hawse holes

Replace leaking portlights. Several of the glasses were too small for openings and had to be replaced. The spares we brought from builder are not serviceable.

Install new running lights. The two side lights were eaten out in the sockets from salt water. We had two new, waterproof lights installed and will have to do the same with the white light before winter. Above items not detailed on Seattle billing and I am asking them to send you this direct to save you time.

I don't know whether any of work done on bottom was chargeable to builder or not.

I am asking Seattle yard also how come we have to pay for parts for the V-drive, I had understood it was guaranteed.

The electrical work done by Harris Electric was work necessary to use the equipment already provided, or to make it serviceable for the crew we have. I don't believe it was a fault of the builder, if anything it was a misunderstanding in design, in that we do not hire an engineer and must have things constollable from wheelhouse.

According to furnace representative in Seattle, furnace was improperly adjusted to start with, and had to be cleaned and adjusted.

Most of this billing seems to be self-explanatory. I feel the whole exterior paint or preservative job was not properly done to start with, but I am far from an authority on this subject. I'll know more about it in a few years. One thing I have learned though, so far all the information I can gather still bears out the original recommendations that were made, and it is entirely possible we will have to come back to them yet before we are through. Somebody mentioned the extravagance of using paint that cost \$35 a gallon, but when we use four gallons that cost \$12 and it doesn't even last long enough to get all the way around, it isn't very economical either. I don't know just what their experience has been down there in Florida, young Joe Bellinger told me there just wasn't anything that could be at all permanent, but I find there are companies making fully backed guarantees, so it makes me wonder. For some reason, I think the initial cost seems out of proportion, when actually at the end of five years it is cheaper, plus the saving in manpower. I'm still learning on this subject, and likely will for a good long time now.

I marked in red the items on the list of materials that look to me as though the builder should be responsible for them. The strainer and pumped marked are because of the grit etc. in the fuel tanks.

If you run across anything in your travels that could be of help to us in doing whatever is necessary to maintain this bunch of metal be sure to let us know of them. I suppose I have overlooked something in all this and if so let me know what more I can do to bring you up to date. It looks to me like our insurance is a lot better taken care of now.